

KAISER GYPSUM COMPANY, INC.

INTER-OFFICE MEMORANDUM

G-7

TO P. D. Orleman
AT

DATE January 6, 1976

COPIES TO

FROM C. Caprye
AT Seattle Gypsum

SUBJECT DOCK INFORMATION

Following is information you have requested:

1. Length of Dock - 415 feet.
2. Depth and size of dredged area - 29 feet deep, 600 feet long by 90 feet wide.
3. Copies of soundings - See attached.
4. Capacities of unloading or loading equipment - :
Gypsum - unload only - 1000 TPH maximum
Cement - 170 TPH load and unload with a fuller kenyon pump
5. Dust problems - Johnson March Spray System. If insufficient spray used, dust will be emitted. If too much spray used, gypsum becomes hard to handle.
6. Problems of docking relative to mean level - Ship must come in on incoming tide starting at plus 5 feet.
7. Point during tide cycle that ship usually docks - Docking is normally at plus 5 feet on incoming tide only.
8. Difference in tide at dock and tidal chart reference - According to Coast Guard information, there is only plus .1 feet and plus 7 minutes on high tide and 0 feet and 5 minutes on low tide. Reference of tidal charts is Seattle Elliot Bay.

KAISER CEMENT
& GYPSUM CORP

JAN 7 1977

JAMES E. VARCO

KG2006086

To P. D. Orleman
January 6, 1976
Dock Information

9. Facilities ability to load heavy stores, water, oil, or other fuels - The dock is 50 feet wide and about 70 feet long (see attached sketch). It is limited as far as weight is concerned. Small lift trucks, pickups, etc. are about all it can handle. A maximum capacity estimate would be 10,000 lbs. Fresh water is provided from the Gypsum Plant on the dock. Oil or other fuels can be loaded from a barge or shore side. Large tanker trucks can get close enough to the dock to load the ship by hose.
10. Other - Ship lines for docking are handled by the Kaiser Gypsum Maintenance Department. Shorter spring lines (as previously done) would be of assistance to line handlers, safety wise. The unloading of 1,000 TPH is controlled by the ship. A more even, high rate of discharge would be better and less time of unloading. The Lundeberg average TPH is better by about 30% than the Pacific Carrier.